BookletChart™

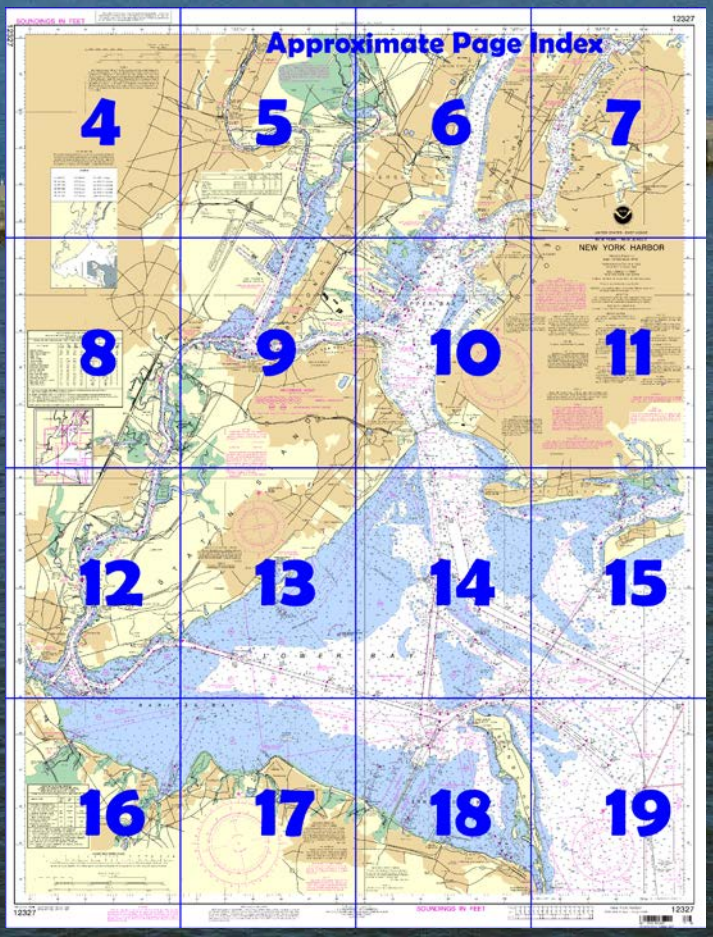
New York Harbor

NOAA Chart 12327

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

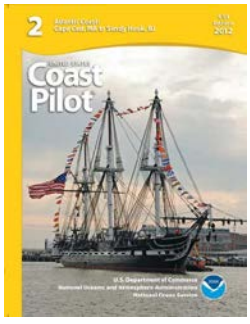
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12327

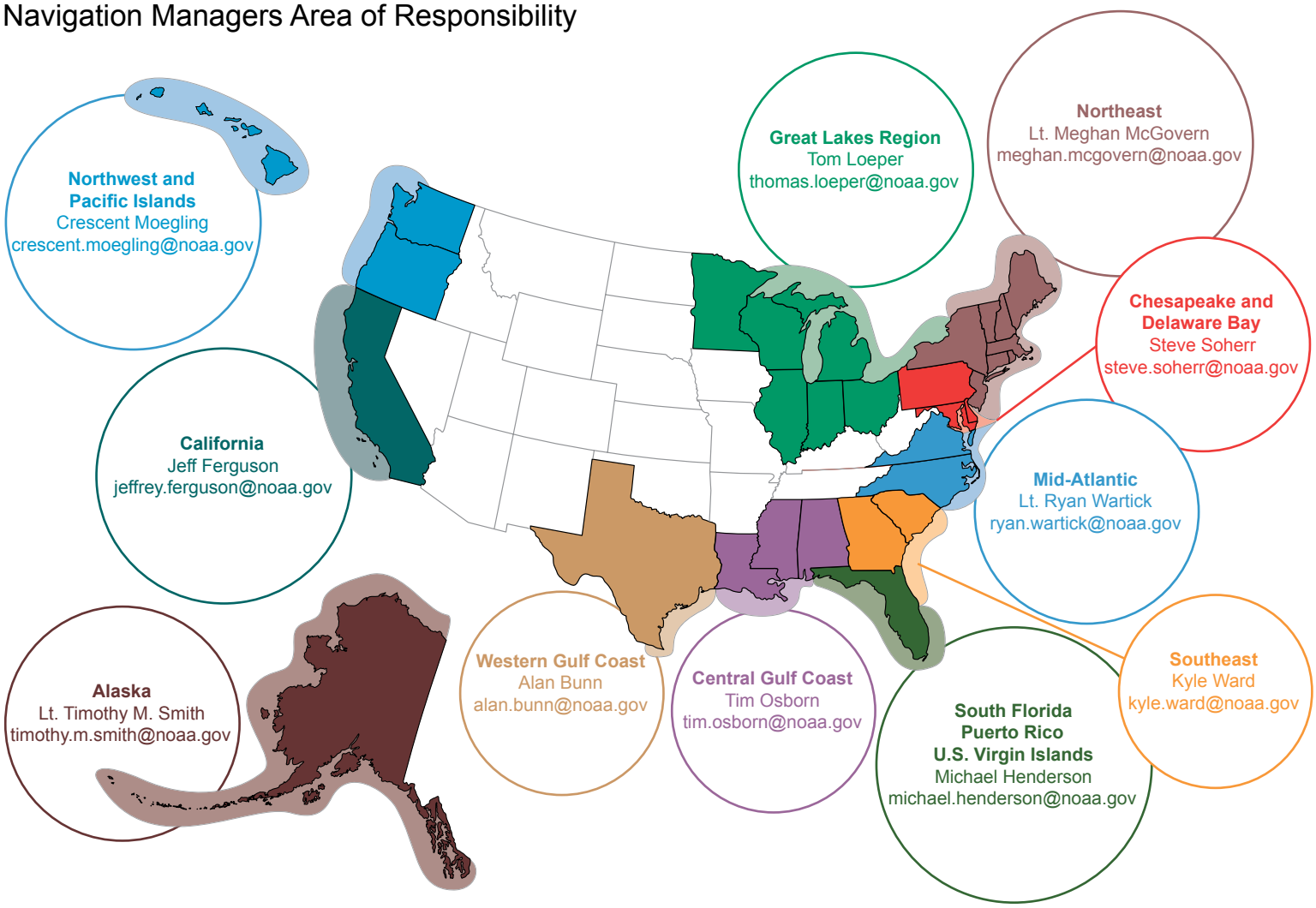


(Selected Excerpts from Coast Pilot)
Sandy Hook, the southern entrance point to New York Harbor, is low and sandy. A Coast Guard station, a radar tower, and a radio tower are near the northern extremity of Sandy Hook. The towers and a large green standpipe to the southeast are the most prominent objects on the northern end of Sandy Hook. Southward of the standpipe are several houses and **Sandy Hook Light** (40°27'42"N., 74°00'07"W.), 88 feet above the water and shown from a white stone tower, 85 feet high. This light, established in 1764, is the oldest in continuous use in the United States.
New York Harbor is the principal entrance by water to New York City and the surrounding ports. The harbor is divided by The Narrows into Lower Bay and Upper Bay. **The Battery,** the southern tip of Manhattan, is at the junction of East River and Hudson River. The main channel from the sea to the deepwater terminals in Hudson River has a project depth of 45 feet.
In addition to the usual aids, Ambrose Channel in its outer portion is also marked by **West Bank Light**, shown from a brown conical tower on a black cylindrical pier, in range with **Staten Island Light**, which is shown from a light-colored octagonal brick tower on a gray limestone base on the high ground of Staten Island at Richmond.
Sandy Hook Channel, project depth 35 feet, provides a secondary route from the sea to deep water in Lower Bay; it connects with **Raritan Bay Channel** to the westward, **Chapel Hill Channel** to the north, and **Terminal Channel** to the south. Chapel Hill Channel has a project depth of 30 feet. The entrance to Sandy Hook Channel is marked by Scotland Lighted Horn Buoy S, equipped with a radar beacon (Racon). The channels are well marked with navigational aids.
Swash Channel, a natural buoyed passage between Ambrose Channel and Sandy Hook Channel, has a controlling depth of 18 feet, but care is necessary to avoid spots with a least depth of 13 feet near the sides of the channel and a spot cleared to a depth of 14 feet in about the middle of the channel. A lighted range, the rear marker of which is Staten Island Light, leads on a bearing of **305°** to the junction with Chapel Hill Channel.
Caution.–Telegraphic companies report serious interruptions of international telegraphic communications resulting from repeated breaking of their cables by vessels anchoring southeastward and eastward of the Pilot Cruising Area for Ambrose and Sandy Hook channels. The companies state that they will be glad to compensate any vessel, which, having fouled the cable, cuts away its anchor and chain in order to save the cable from interruption. Vessels making New York in thick weather and finding it necessary to anchor before entering Ambrose Channel should anchor in the area southward of Scotland Lighted Whistle Buoy S (40°26'33"N., 73°55'01"W.) and westward of 73°48'00"W.
Caution.–Numerous fishing floats reported in the approach to New York Harbor in the Traffic Separation Scheme precautionary area.
Physical Oceanographic Real-Time System (P.O.R.T.S.) is an information acquisition and dissemination technology developed by National Ocean Service, NOAA. The Port of New York and New Jersey Physical Oceanographic Real-Time System can be contacted via telephone 866-217-6787 or the Internet at: http://www.co-ops.nos.noaa.gov.
Dangers.–There are five shoal areas in the entrance to New York Harbor which are subject to change in depths and should be avoided by strangers. **False Hook** is off the northeastern side of Sandy Hook. **Flynns Knoll** is between Swash, Sandy Hook, and Chapel Hill Channels. **Romer Shoal**, between Ambrose and Swash Channels, is marked by Romer Shoal Light; a fog signal is sounded from the light station. **East Bank** is northward and eastward of Ambrose Channel. **West Bank** is westward of Ambrose Channel between West Bank (Range Front) Light and Fort Wadsworth. Numerous rocks and obstructions lie between West Bank and the western limit of Ambrose Channel. The chart is the best guide. The tip of Sandy Hook is changeable, and the area around it is subject to severe shoaling; caution should be exercised in the area.
Mariners are cautioned to maintain a sharp lookout for floating debris in the harbor and channels.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Boston	Commander 1st CG District Boston, MA	(617) 223-8555

Navigation Managers Area of Responsibility

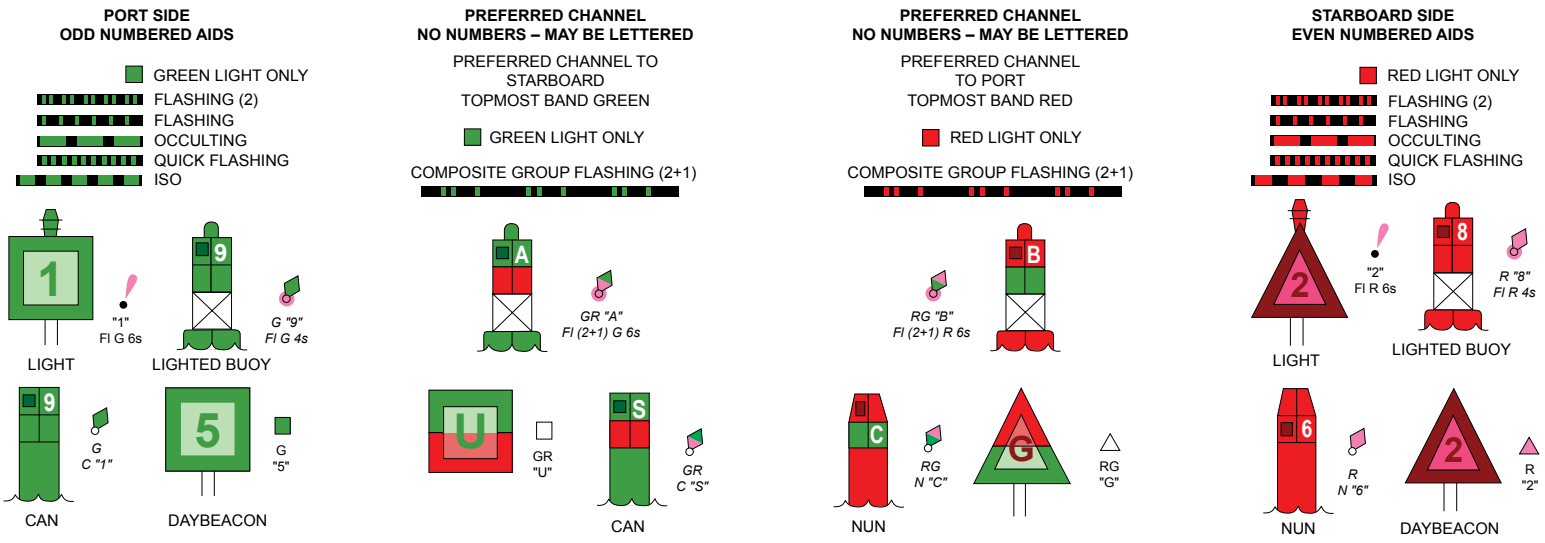


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

SOUNDINGS IN FEET

12327

17' 16' 15' 14' 13' 12' 11'

47' 46' 40° 45' 44' 43' 42' 41'

SCALE 1:40,000

Nautical Miles 1 ½ 0 1 2

Yards 1000 0 1000 2000 3000 4000 5000

Meters 1000 0 1000 2000 3000 4000 5000

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

The State of New Youk waters in the Hudson River from the Battery in Manhattan to the Federal Dam in Troy are designated a No-Discharge Zone (NDZ).

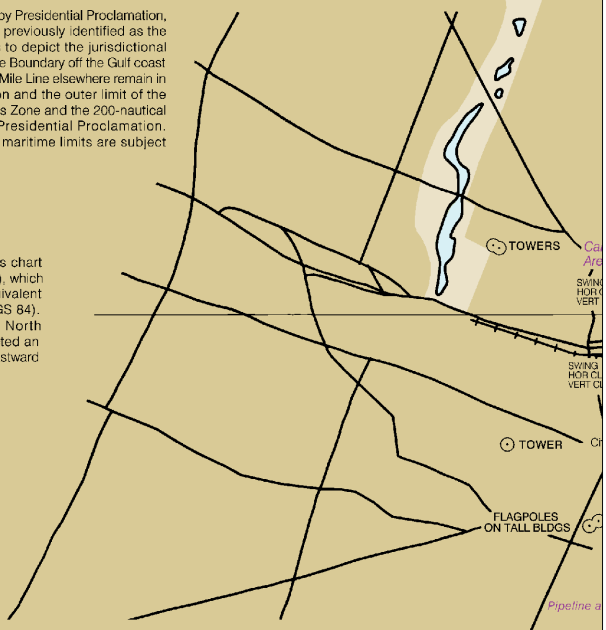
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.374" northward and 1.487" eastward to agree with this chart.



SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

PASSAIC AND HACKENSACK RIVERS CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF NOV 2015 AND SURVEYS TO OCT 2015

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
PASSAIC RIVER							
KEARNY POINT REACH	13.8	13.7	9.5	11,12-13,2,3-14	300	1.00	30
POINT NO POINT REACH	0.9	5.5	9.9	11,12-13,2,3-14	300-345	1.13	30
HARRISON REACH	+0.4	5.4	0.5	11,12-13,2,3-14	300-390	1.87	20
NEWARK REACH	0.5	8.5	2.6	11,12-13,2,3-14	300	1.28	A20
KEARNY REACH	0.5	9.0	+1.1	11,12-13,2,3-14	300	0.85	A20
ARLINGTON REACH	2.7	8.6	0.8	11,12-13,2,3-14	200-250	0.89	16
HACKENSACK RIVER							
DROYERS REACH	26.7	23.4	17.8	10-15	300-500	1.55	B32
MARION REACH	24.5	25.6	18.4	10-15	300-370	1.81	B32
TURNING BASIN	14.2	14.2	14.2	10-15	IRREGULAR	0.23	25

A. REACHES WERE NEVER COMPLETED TO A 20 FOOT DEPTH. PREVIOUS DREDGING WAS TO 16 FEET ONLY.
B. REACHES WERE NEVER COMPLETED TO A 32 FOOT DEPTH. PREVIOUS DREDGING WAS TO 30 FEET ONLY.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

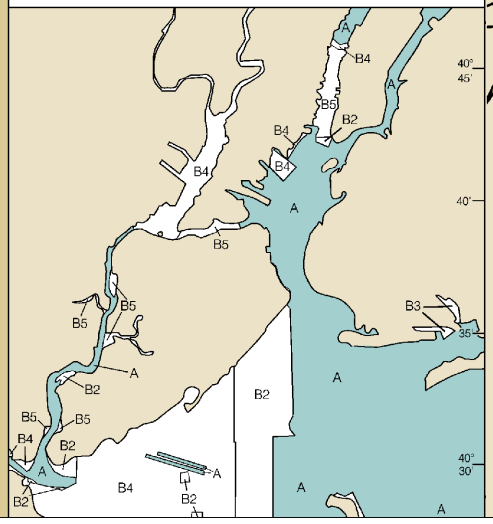
KILL VAN KULL, NEWARK BAY AND ARTHUR KILL CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF NOV 2015 AND SURVEYS TO SEP 2015

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
KILL VAN KULL (A)								
CONSTABLE HOOK REACH	51.6	52.1	52.2	51.9	3-15	2000-800	2.52	50
BERGEN POINT EAST REACH	50.9	51.8	50.9	50.3	3-15	800-895	0.96	50
BERGEN POINT WEST REACH	51.8	52.0	51.9	51.8	3-15	800-1710	1.09	50
NEWARK BAY								
SOUTH REACH	50.3	50.7	51.0	47.9	3-15			

Joins page 8

SOURCE

A 1990-2013	NOS Surveys	full bottom coverage
B2 1970-1989	NOS Surveys	partial bottom coverage
B3 1940-1969	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage
B5 Pre-1900	NOS Surveys	partial bottom coverage



NAME

Point No Point
The Battery
Norton Point
South Amboy
Sandy Hook

Dashes (- - -) located in de
tide predictions, and tidal

(Feb 2014)

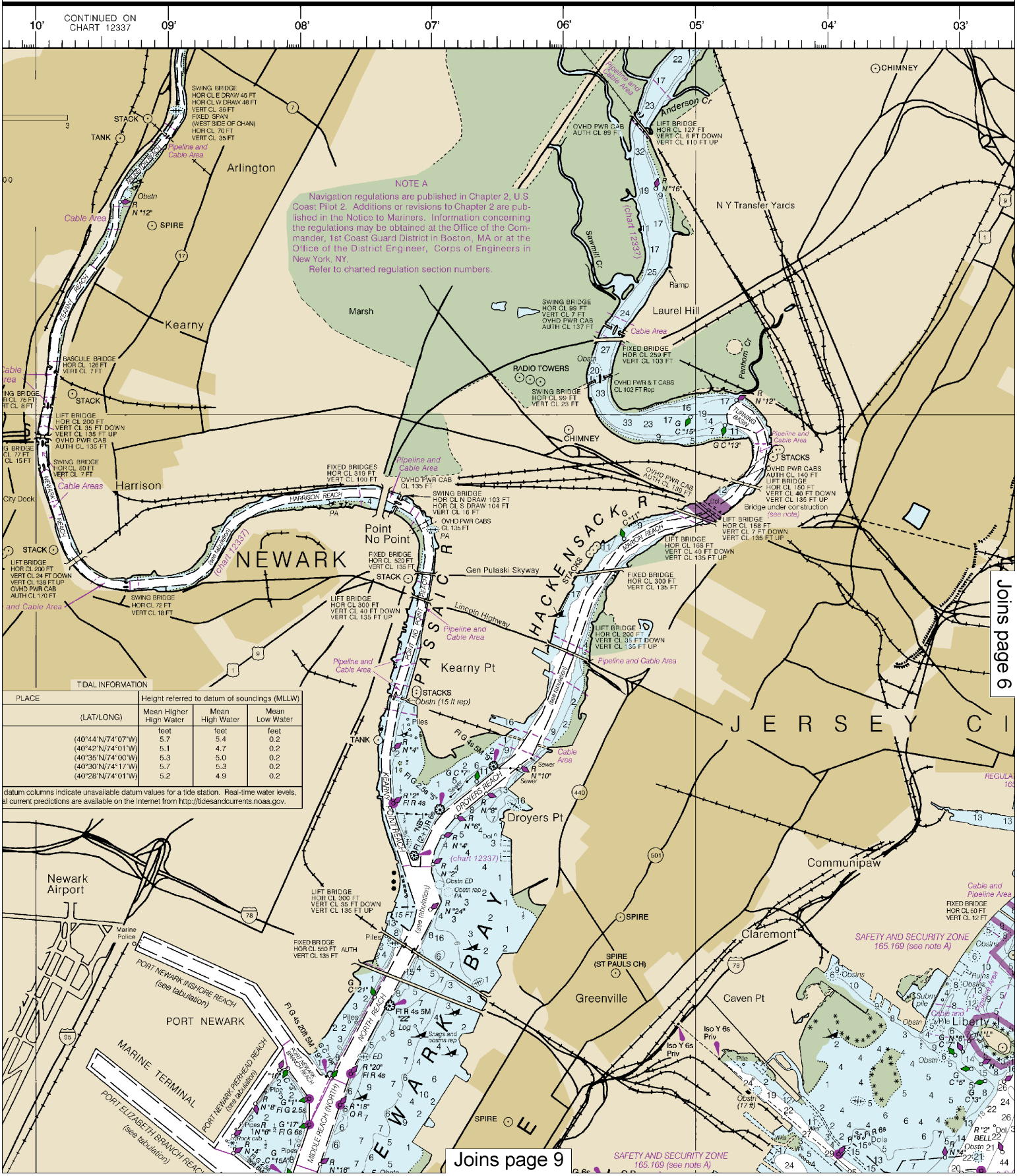
AERO
Rotating W & G

4

Note: Chart grid lines are aligned with true north.

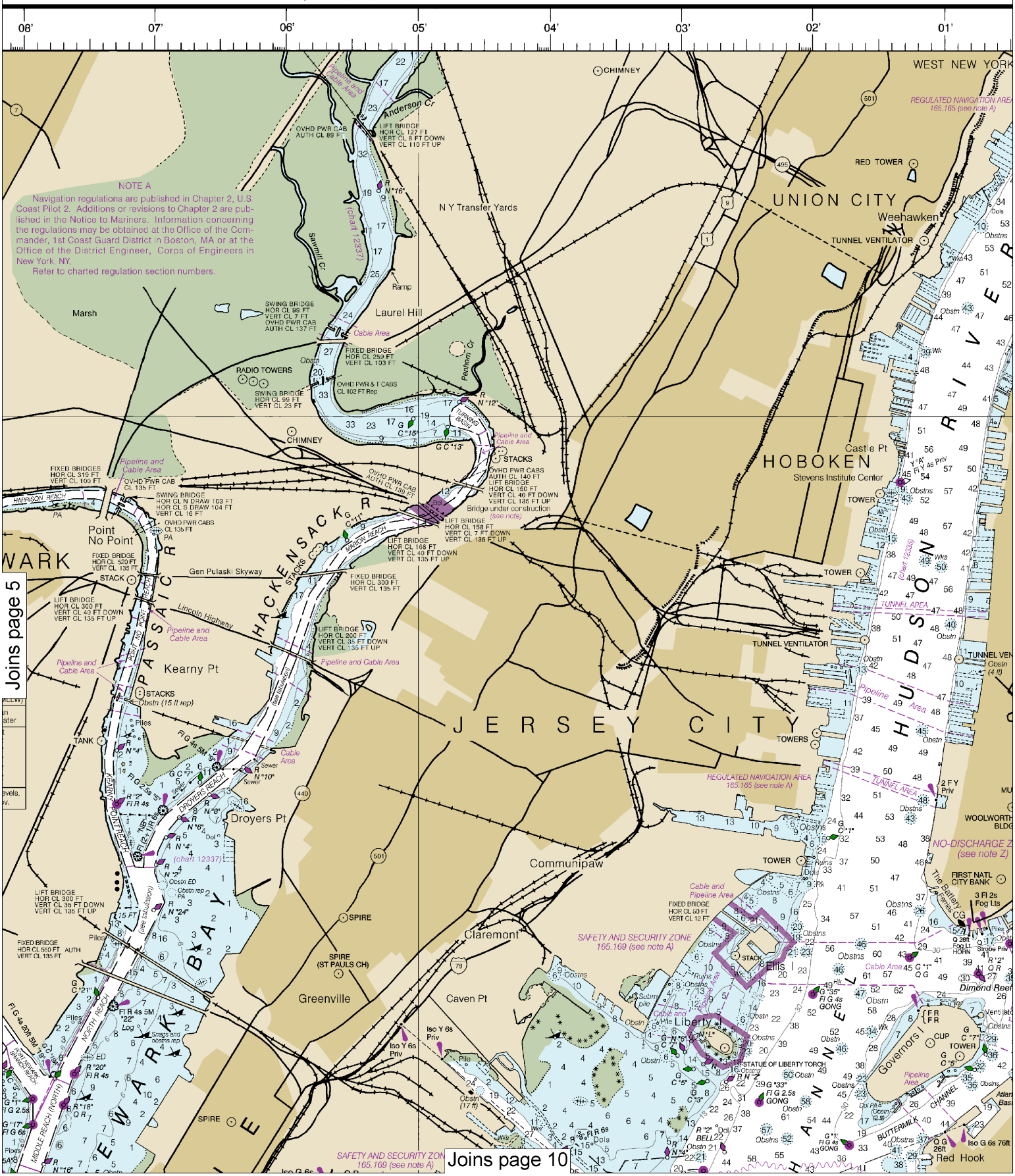
Printed at reduced scale. ~~SCALE 1:40,000~~ Nautical Miles 1 ½ 0 1 2 3 Yards 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



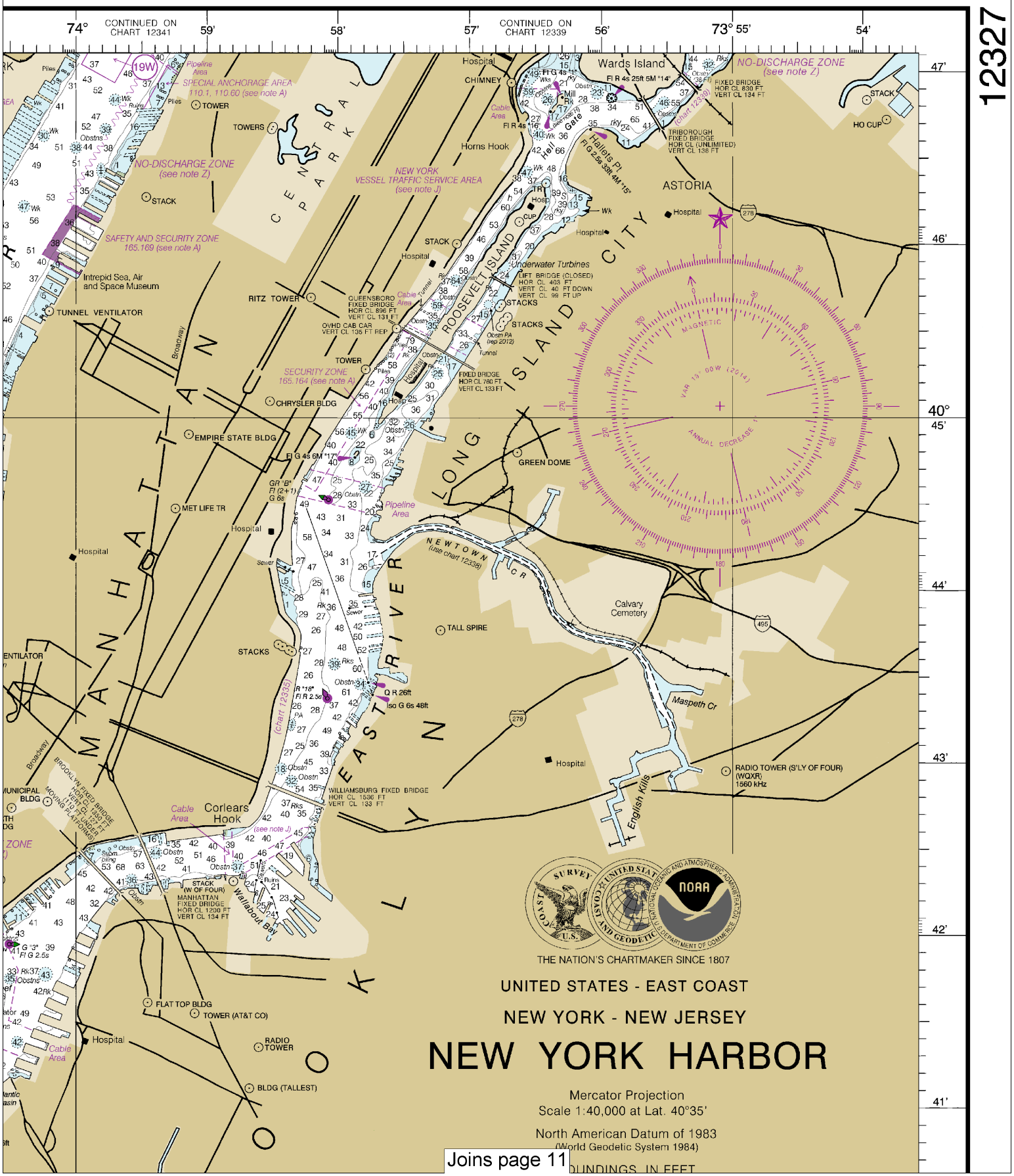
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Formerly C&GS 369, 1st Ed., June 1874 C-1941-540 KAPP 2245



6

Note: Chart grid lines are aligned with true north.



Joins page 11

nauticalcharts.noaa.gov
Last Correction: 7/8/2016. Cleared through:
LNM: 2716 (7/5/2016), NM: 2816 (7/9/2016), CHS: 0616 (6/24/2016)

Joins page 4

KILL VAN KULL, NEWARK BAY AND ARTHUR KILL CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF NOV 2015
AND SURVEYS TO SEP 2015

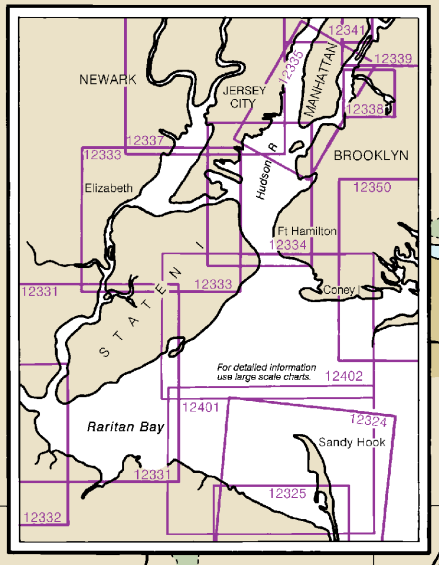
NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
KILL VAN KULL (A)								
CONSTABLE HOOK REACH	51.6	52.1	52.2	51.9	3-15	2000-800	2.52	50
BERGEN POINT EAST REACH	50.9	51.8	50.9	50.3	3-15	800-895	0.96	50
BERGEN POINT WEST REACH	51.8	52.0	51.9	51.8	3-15	800-1710	1.09	50
NEWARK BAY								
SOUTH REACH	50.3	50.7	51.0	47.9	3-15	1000-2360	1.28	50
MIDDLE REACH (SOUTH)	47.3	47.5	47.5	47.7	3-15	1655-810	0.87	50
MIDDLE REACH (NORTH)	36.0	37.7	32.8	25.7	8,9-14	800-565	0.53	40
NORTH REACH	21.5	21.4	18.9	6.0	8,9-14	500-1030	1.37	35
PORT ELIZABETH SOUTH REACH EAST	50.6	50.6	50.7	50.2	3-15	515-500	0.26	50
PORT ELIZABETH SOUTH REACH WEST	45.4	46.0	45.1	45.7	3-15	500-100	0.17	45
PORT ELIZABETH BRANCH REACH	49.8	50.0	50.8	49.9	8-15	750-500	1.27	50
PORT NEWARK BRANCH REACH	23.5	33.5	33.7	25.0	8,9-15	1785-400	0.40	40
PORT NEWARK INSHORE REACH	32.4	32.5	30.9	30.6	8,9-15	400	1.06	40
PORT NEWARK PIERHEAD REACH	30.8	29.8	29.8	26.9	8,9-15	300-750	0.65	40
ARTHUR KILL (A)								
NORTH OF SHOOTERS ISLAND REACH	51.2	51.4	51.4	50.9	11-14	1105-515	1.07	50
ELIZABETHPORT REACH	51.1	51.5	51.9	51.3	11-14	705-500	0.92	50
SOUTH OF SHOOTERS ISLAND REACH	C10.1	C14.5	C13.8	C6.5	11-04	400	0.94	30
ARTHUR KILL (B)								
OUTERBRIDGE REACH	19.6	34.9	35.9	33.0	3,4-15	600-840	1.60	35
PORT SOCONY REACH	33.0	34.7	34.6	32.0	2,3-14	600-800	0.87	35
PORT READING REACH	24.2	33.7	34.3	27.3	2,3-14	500-850	1.80	35
FRESH KILLS REACH	29.0	34.4	35.0	33.2	2,3-14	500	1.65	35
TREMLEY POINT REACH	30.3	36.7	35.6	35.0	2,3-14	500	0.86	35
PRALLS ISLAND REACH	31.9	34.2	36.4	29.3	2,3-14	500	1.13	35
GULFPORT REACH	31.1	36.1	36.1	28.6	2,3-14	500-600	1.03	35

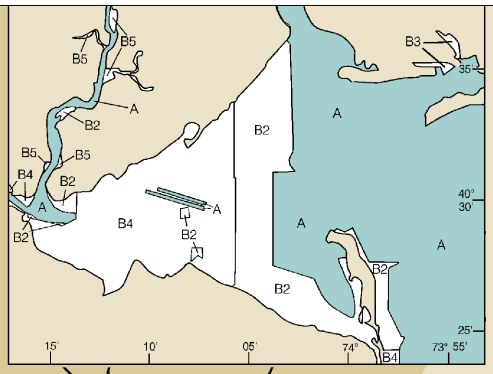
A. CONTROLLING DEPTHS ARE REFERENCED FROM SEAWARD WHEN ENTERING FROM UPPER BAY.
B. CONTROLLING DEPTHS ARE REFERENCED FROM SEAWARD WHEN ENTERING FROM LOWER BAY.
C. NUMEROUS WRECKS AND OBSTRUCTIONS WITH MINIMUM DEPTH TO 4 FEET WITHIN CHANNEL LIMITS.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

LOWER BAY AND RARITAN BAY CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF OCT 2015
AND SURVEYS TO JUL 2015

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
LOWER BAY								
AMBROSE CHANNEL REACH A	52.7	54.1	54.6	51.4	5,6-15	2000	5.1	53
AMBROSE CHANNEL REACH B	54.1	53.0	53.0	43.2	5,6-15	2000	4.2	53
AMBROSE CHANNEL REACH C	52.1	53.5	52.8	49.6	5,6-15	2000	2.6	53
AMBROSE CHANNEL REACH D	50.8	54.8	54.7	53.5	5,6-15	2000	2.9	53
SANDY HOOK CHANNEL (EAST)	33.5	37.0	38.4	32.8	6,7-15	800-2160	4.5	35
SANDY HOOK CHANNEL (BAYSIDE)	29.5	38.2	36.9	31.1	6,7-15	800	2.4	35
TERMINAL CHANNEL (NAVY)	45.0	45.0	45.0	45.0	9-09	400-1050	0.8	A45
TURNING BASIN (NAVY)	45.0	45.0	45.0	45.0	9-09	400-2300	0.6	A45
CHAPEL HILL SOUTH CHANNEL (B)	30.1	30.2	31.0	21.4	10,11-14	1000	2.6	30
CHAPEL HILL NORTH CHANNEL (B)	21.0	28.5	26.4	27.0	10,11-14	1000	2.2	30
RARITAN BAY								
EAST REACH	32.2	38.7	37.9	33.3	4-15	600-800	4.0	35
WEST REACH	31.5	39.7	39.8	30.7	4-15	600	2.4	35
SEGUINE POINT BEND	34.1	35.5	35.1	20.5	3,4-15	600-1000	1.2	35
RED BANK REACH	35.1	40.5	40.7	34.2	3,4-15	600	1.2	35
WARD POINT BEND (EAST)	28.0	39.3	36.0	26.5	3,4-15	600-800	1.1	35
WARD POINT BEND (WEST)	32.5	34.5	33.2	31.8	3,4-15	600-800	1.3	35
WARD POINT SECONDARY CHANNEL	19.3	19.3	19.2	19.0	4,5-13	400	0.8	30
RARITAN RIVER CUTOFF (C)	19.3	20.4	20.1	19.8	3,4-15	600-1740	1.0	20

A. THE PROJECT DEPTH IN THE TERMINAL CHANNEL AND TURNING BASIN IS 45 FEET, EXCEPT AROUND PIERS 2 AND 3 WHERE THE PROJECT DEPTH IS 35 FEET. DEPTHS SHOALER THAN PROJECT DEPTH ARE CHARTED IN CHANNELS.
B. SPORADIC SHOAL OBSTRUCTIONS EXIST WITHIN THE CHANNEL BUT ARE NOT CHARTED. CONSULT THE CORPS OF ENGINEERS FOR LOCATION OF OBSTRUCTIONS.
C. CONTROLLING DEPTHS ARE REFERENCED FROM SEAWARD WHEN ENTERING FROM RARITAN RIVER.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION





CAUTION
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

Elizabethport
E SPIRE
CHURCH DOME
SPECIAL ANCHORAGE 110.1, 110.60 (see note A)
F WRG 60ft 13M
Q G Priv
Q R Priv
Elizabeth R
PA
ELIZABETHPORT REACH
Cable Area
Pipeline Areas
Bayway
NEW YORK VESSEL TRAFFIC SERVICE AREA (see note J)
LIFT BRIDGE HOR CL 500 FT VERT CL 31 FT DOWN VERT CL 135 FT UP
Pipeline Area
Obstn
Morses Cr
OVHD PWR CABS
GOETHAL'S BRIDGE Bridge under construction (see note)
OVHD PIPES
"D"
"C"
"B"
"A"
Gulfport
Old Place
Old Place Cr
OVHD PWR CABS 4 F 5ft Priv
GULFPORT REACH
Stack (northernmost of six)
Q "A" FLG 4s
Pipeline and Cable Area
OVHD PWR CAB
Piles Cr
OVHD PWR CAB AUTH CL 165 FT (AT MAIN CHAN)
Tr
Pralls Cr
Marsh
Tremley
Grasselli
TALL TANK
Obstn
PRALLS ISLAND REACH
Bloomfield
Wks rep
Pralls I
Sawmill Cr
Obstn
R "36" FlR 4s
OVHD PWR CAB AUTH CL 116 FT
Marshes Cr
Iso R 6s 36ft
Q R 32ft
Tremley Pt
Chelsea
R "36" Q R
R "34" FlR 4s
Marsh
Neck Cr
Pipeline Area
FIXED BRIDGES HOR CL 70 FT VERT CL 36 FT
BASCULE BRIDGE HOR CL 65 FT VERT CL 6 FT
Rahway R
(chart 12333)
Cable and Pipeline Area
TREMLEY POINT REACH
Travis
STACK
R "32" FlR 2.5s
R "30" FlR 4s
Obstn
Dols
Q 31ft "C" Priv
Q "A" Priv
OVHD PWR CAB
Cable Area
Carteret
Island
Piling

Joins page 12

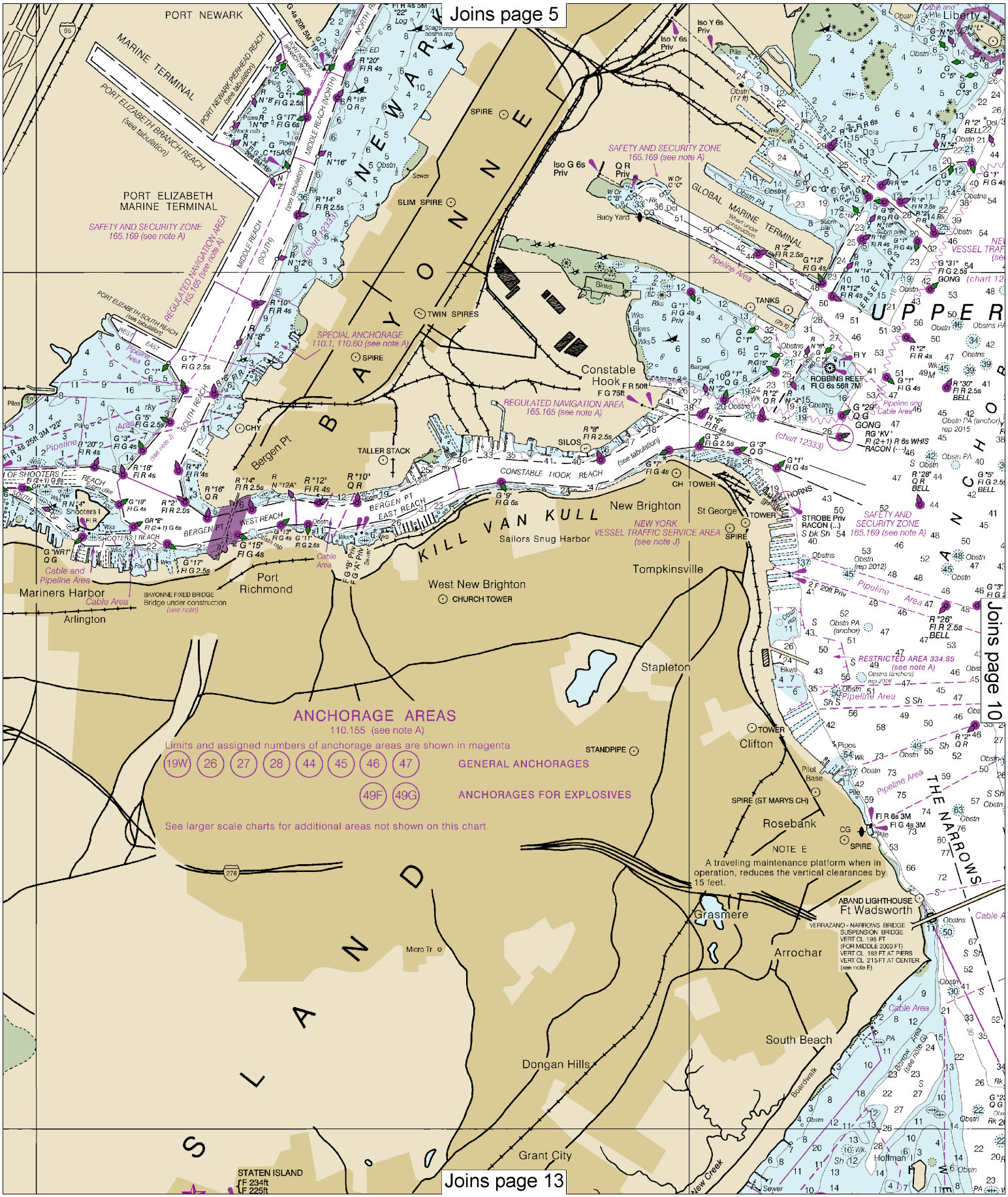
Note: Chart grid lines are aligned with true north.

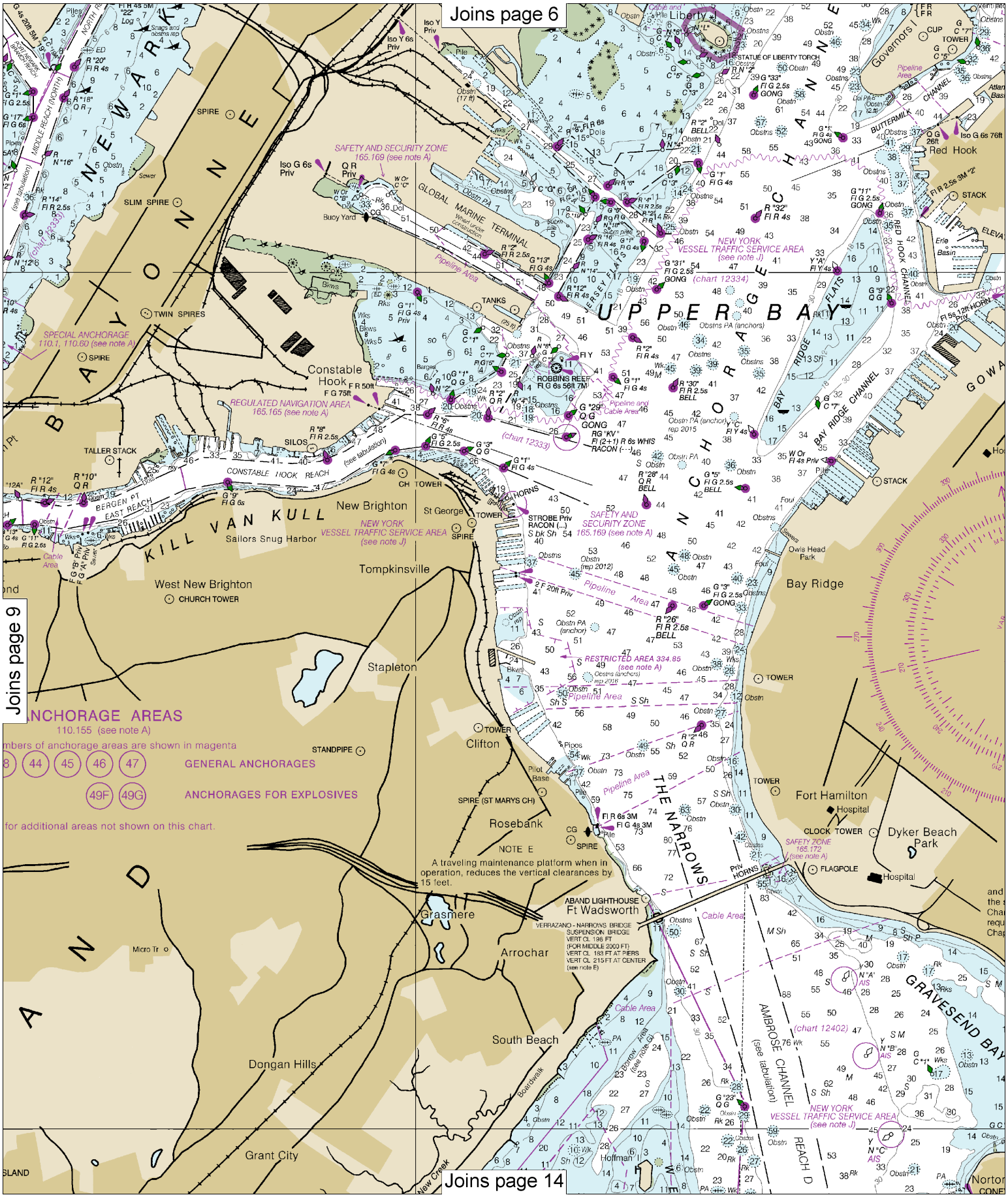
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 5
PORT NEWARK
MARINE TERMINAL
PORT ELIZABETH BRANCH (see tabulation)
PORT NEWARK PIERHEAD REACH (see tabulation)
PORT ELIZABETH MARINE TERMINAL
SAFETY AND SECURITY ZONE 165.169 (see note A)
REGULATED NAVIGATION AREA 165.165 (see note A)
MIDDLE REACH (SOUTH)
MIDDLE REACH (NORTH)
NEWARK BAY
SPIRE
SLIM SPIRE
TWIN SPIRES
SPECIAL ANCHORAGE 110.1, 110.60 (see note A)
Constable Hook
REGULATED NAVIGATION AREA 165.165 (see note A)
CHY
Bergen Pt
TALLER STACK
SILOS
CONSTABLE HOOK REACH
CH TOWER
New Brighton
St George
TOWER
KILL VAN KULL
Sailors Snug Harbor
NEW YORK VESSEL TRAFFIC SERVICE AREA (see note J)
SAFETY AND SECURITY ZONE 165.169 (see note A)
Tompkinsville
West New Brighton
CHURCH TOWER
Mariners Harbor
Arlington
Port Richmond
BAYONNE FIXED BRIDGE
Bridge under construction (see note)
Cable Area
Pipeline Area
Stapleton
ANCHORAGE AREAS
110.155 (see note A)
Limits and assigned numbers of anchorage areas are shown in magenta
19W 26 27 28 44 45 46 47 GENERAL ANCHORAGES
49F 49G ANCHORAGES FOR EXPLOSIVES
See larger scale charts for additional areas not shown on this chart.
STANDPIPE
Clifton
Pilot Base
SPIRE (ST MARYS CH)
Rosebank
NOTE E
A traveling maintenance platform when in operation, reduces the vertical clearances by 15 feet.
Grasmere
Arrochar
ABAND LIGHTHOUSE
Ft Wadsworth
VERRAZANO - NARROWS BRIDGE
SUSPENSION BRIDGE
VERT CL 196 FT
(FOR MIDDLE 2000 FT)
VERT CL 183 FT AT PIERS
VERT CL 215 FT AT CENTER
(see note E)
THE NARROWS
South Beach
Dongan Hills
Grant City
Micro Tr
STATEN ISLAND
F 234ft
F 225ft
Hoffman I
New Creek
Joins page 13
Joins page 10
UPPER
BAY
GLOBAL MARINE TERMINAL
Buoy Yard
TANKS
ROBBINS REEF
JERSEY FLATS
RESTRICTED AREA 334.85 (see note A)
STROBE Priv
SAFETY AND SECURITY ZONE 165.169 (see note A)
2 F 20ft Priv
Liberty I
(chart 12333)
(chart 12334)
(chart 12326)



Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Note: Chart grid lines are aligned with true north.

Joins page 7

ORK - NEW JERSEY

NEW YORK HARBOR

Mercator Projection
Scale 1:40,000 at Lat. 40°35'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

ACKNOWLEDGEMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of United States Power Squadron, District 4, in providing essential information used for revising this chart.

Also acknowledged is assistance provided by the Maritime Authority for the Port of New York/New Jersey.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

HEIGHTS

Heights in feet above Mean High Water.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New York, NY	KWO-35	162.550 MHz

FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus: — — — —

CAUTION Mariners are warned that numerous stakes and fishing structures some submerged may exist in the fish trap areas. Some structures are not charted unless known to be permanent.

Fish Traps have been reported in Sandy Hook Bay outside the fish trap areas.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

NOTE H

Strong tidal currents of up to 5 knots, heavy swirls and heavy traffic in Hell Gate require extra caution on the part of the mariner to avoid accidents and collisions. See U.S. Coast Pilot 2 and the Tidal Current Tables for New York Harbor for additional information.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE J

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the New York Bay and surrounding areas. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate vessel traffic management within the VTS area.

NOTE C
DANGER AREA

Area is open to unrestricted surface navigation but all vessels are cautioned neither to anchor, dredge, trawl, lay cables, bottom, nor conduct any other similar type of operation because of residual danger from mines on the bottom.

NOTE M
RECOMMENDED VESSEL TRACKS

Recommended vessel tracks for coastwise tug and barge vessels approaching from or leaving toward the south and transiting to New York Harbor via Ambrose Channel. While not mandatory, tug and barge vessels are requested to follow designated tracks. See U.S. Coast Pilot 2, Chapter 11.

NOTE I
PRECAUTIONARY AREA

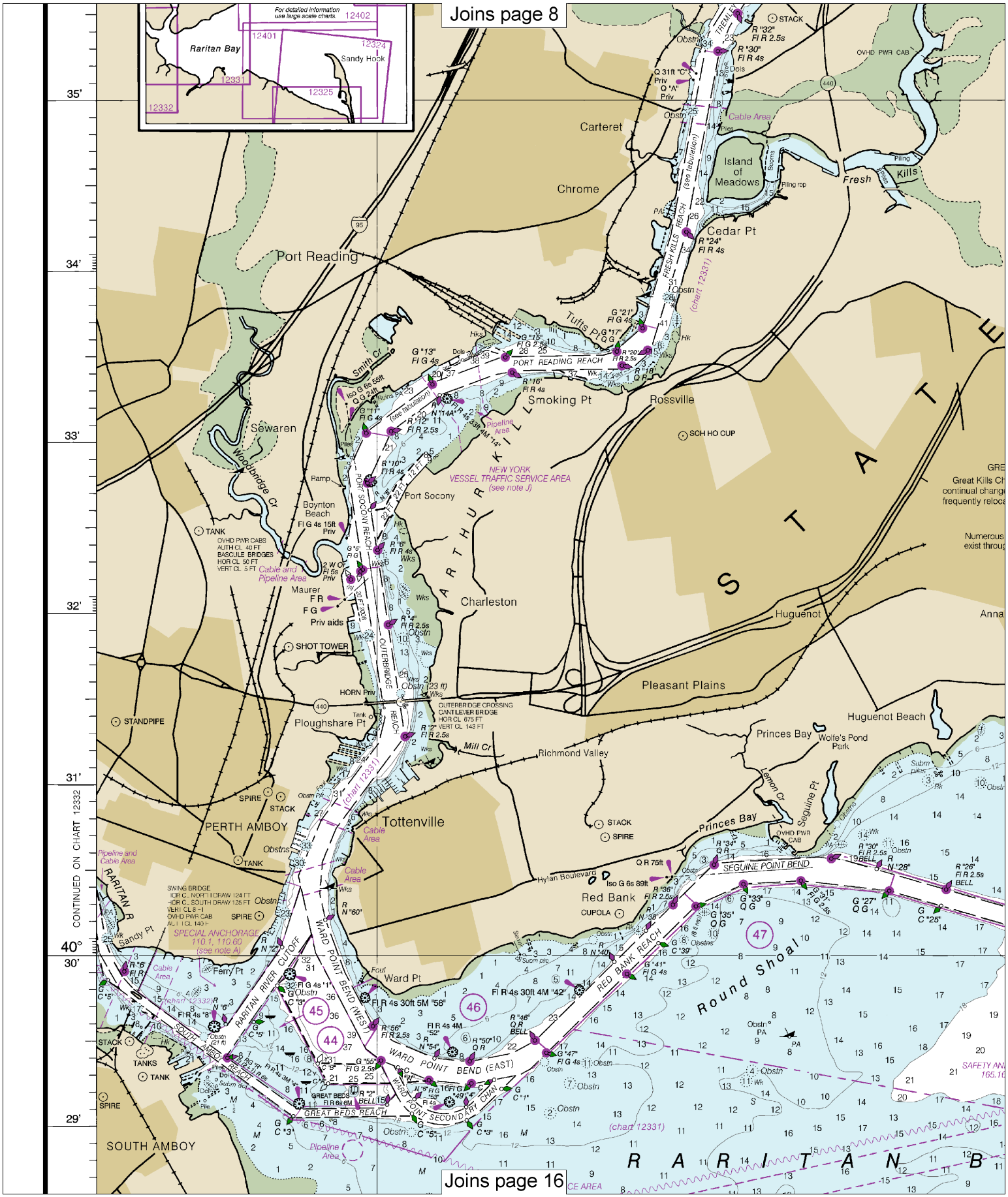
Traffic within the Precautionary Area consists of vessels making the transition between operating in Ambrose or Sandy Hook Channels and one of the traffic lanes. Mariners are advised to exercise extreme care in navigating within this area.

TOWER (AT&T CO)
RADIO TOWER
BLDG (TALLEST)
Hospital
Cable Area
Gowanus Canal
ANUS BAY
Gravesend
STACKS
STACK
TALL TOWER (ST MARKS)
Hospital
Cable Area
Wreckage
OVHD PWR CAB
FIXED BRIDGE HOR CL 39 FT VERT CL 8 FT
Sheepshead Bay
Coney I
C O N E Y I S L
Gerritsen Cr
Mill Cr
Ruins
Gerritsen
Barren I
Shell Bank Channel
Bridge under construction (see note)
Plumb Beach Channel
Dead Horse Bay
Subm piles
Obstn
Wks
Pilings
Fl G 4s
Fl R 2.5s
MAGNETIC
VAR 13° 00W (2014)
ANNUAL DECREASE 1'

41'
40'
39'
38'
37'
36'
35'

CHART 12350

Joins page 15



12

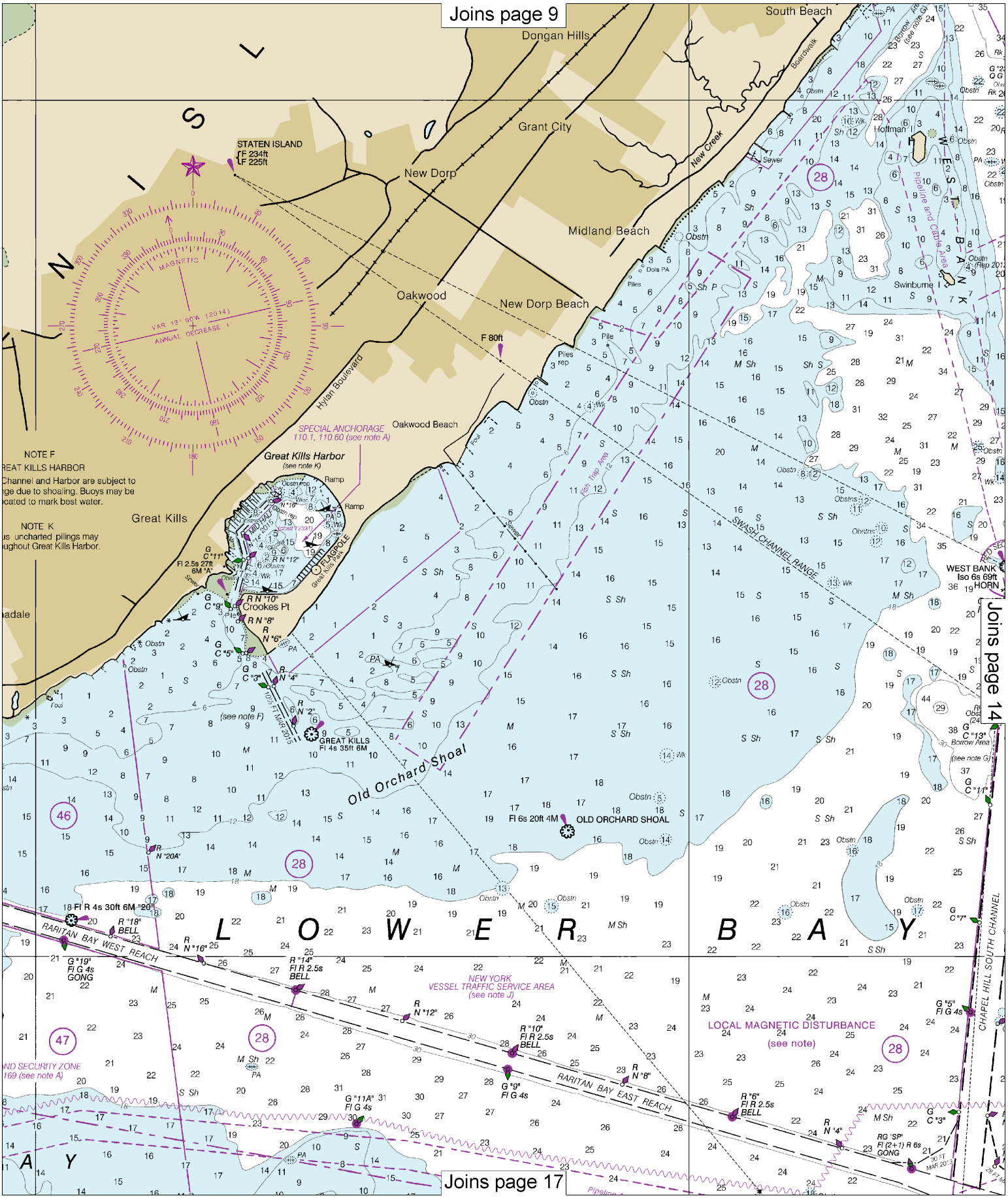
Note: Chart grid lines are aligned with true north.

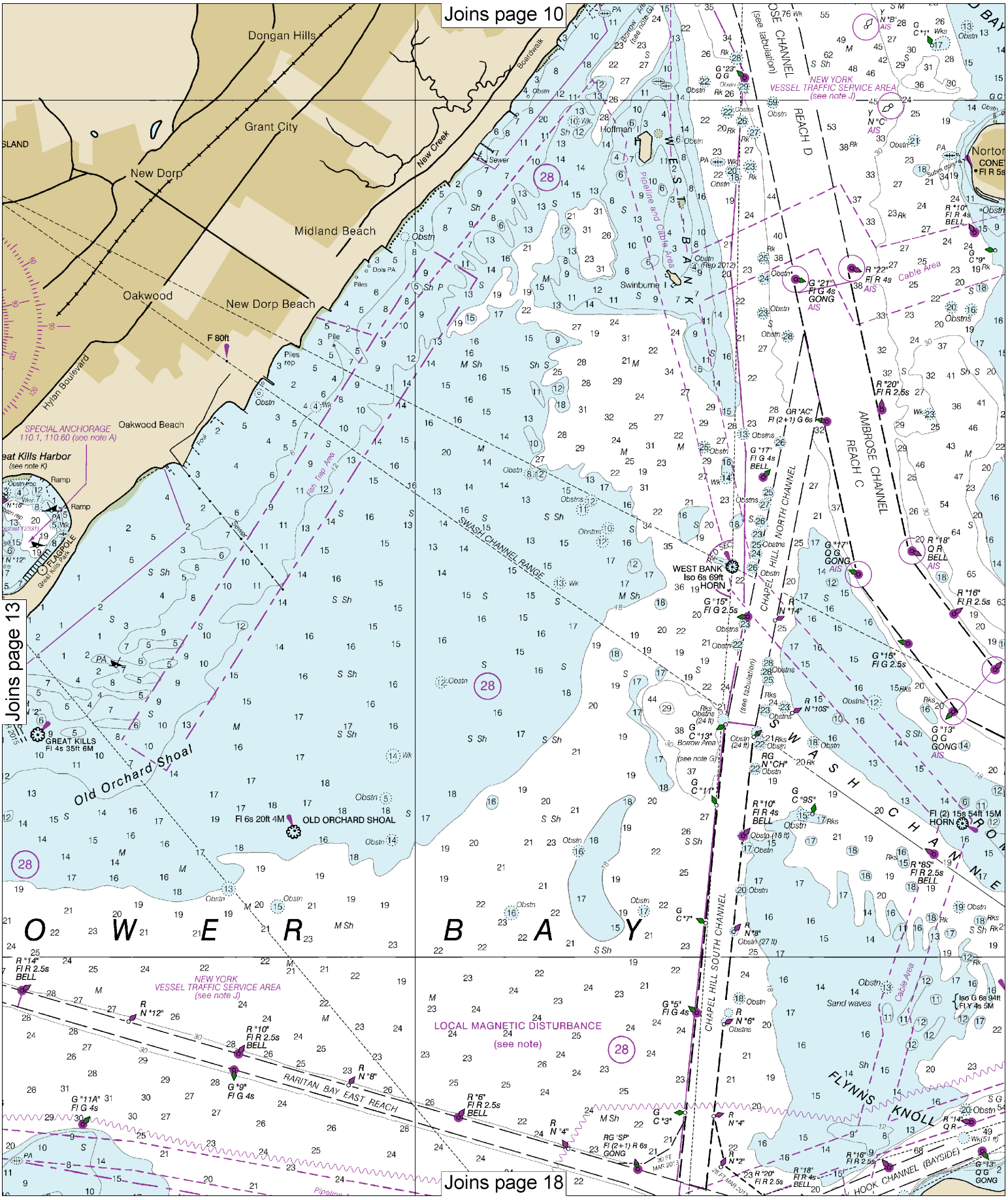
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 9
South Beach
Dongan Hills
Grant City
New Creek
Hoffman I
Swinburne I
STATEN ISLAND
F 234ft
F 225ft
New Dorp
Midland Beach
Oakwood
New Dorp Beach
F 80ft
Hylan Boulevard
Oakwood Beach
SPECIAL ANCHORAGE
110.1, 110.60 (see note A)
Great Kills Harbor
(see note K)
Great Kills
NOTE F
REAT KILLS HARBOR
Channel and Harbor are subject to
ge due to shoaling. Buoys may be
cated to mark best water.
NOTE K
s uncharted pilings may
ughout Great Kills Harbor.
Crookes Pt
FLAGPOLE
Great Kills Park
GREAT KILLS
Fl 4s 35ft 6M
(see note F)
Old Orchard Shoal
OLD ORCHARD SHOAL
Fl 6s 20ft 4M
SWASH CHANNEL RANGE
WEST BANK
Iso 6s 69ft
HORN
Joins page 14
Fish Trap Area
Pipeline and Cable Area
Borrow Area
(see note G)
LOWER BAY
RARITAN BAY WEST REACH
RARITAN BAY EAST REACH
NEW YORK
VESSEL TRAFFIC SERVICE AREA
(see note J)
LOCAL MAGNETIC DISTURBANCE
(see note)
CHAPEL HILL SOUTH CHANNEL
ND SECURITY ZONE
169 (see note A)
Joins page 17



14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

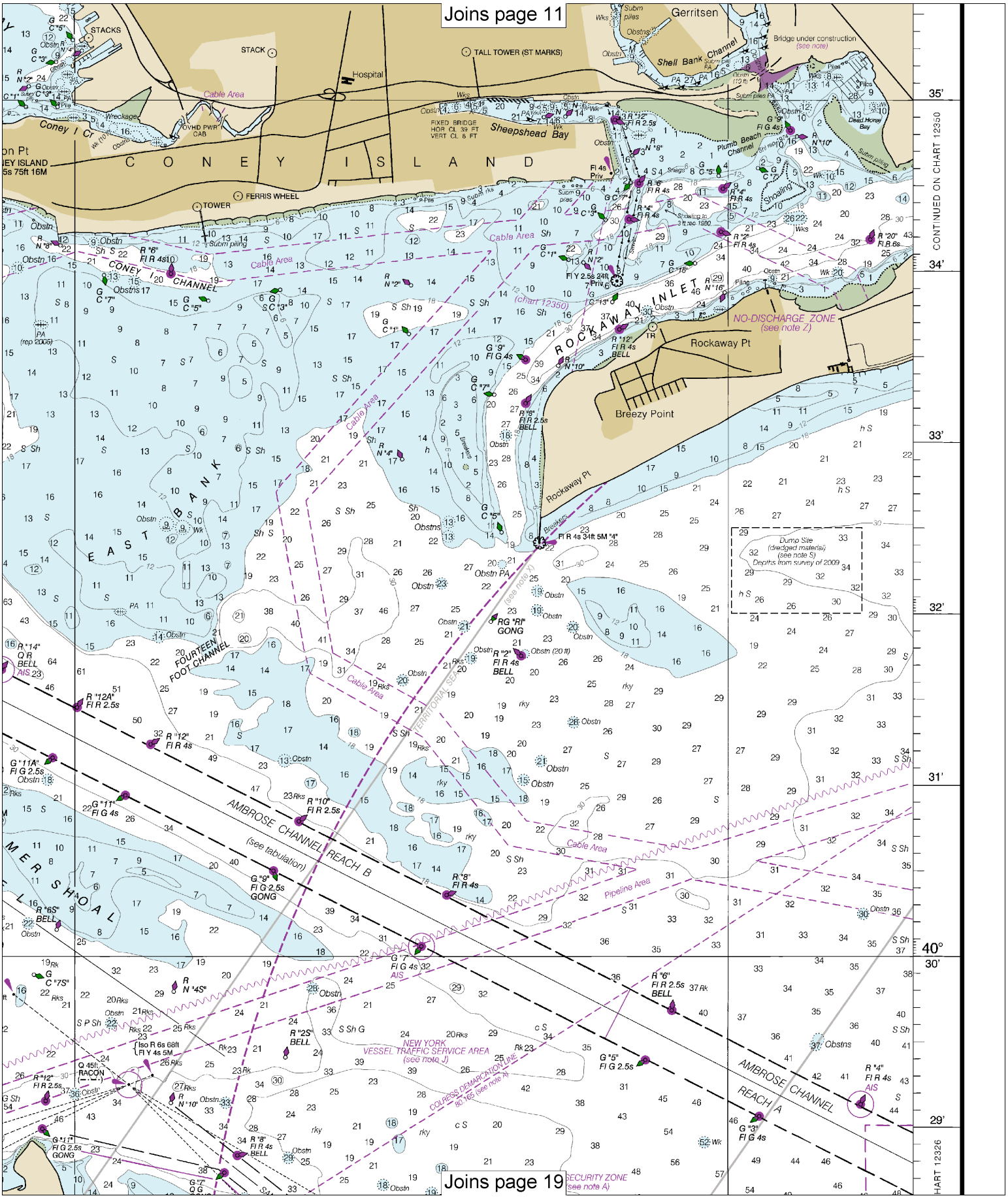
Nautical Miles

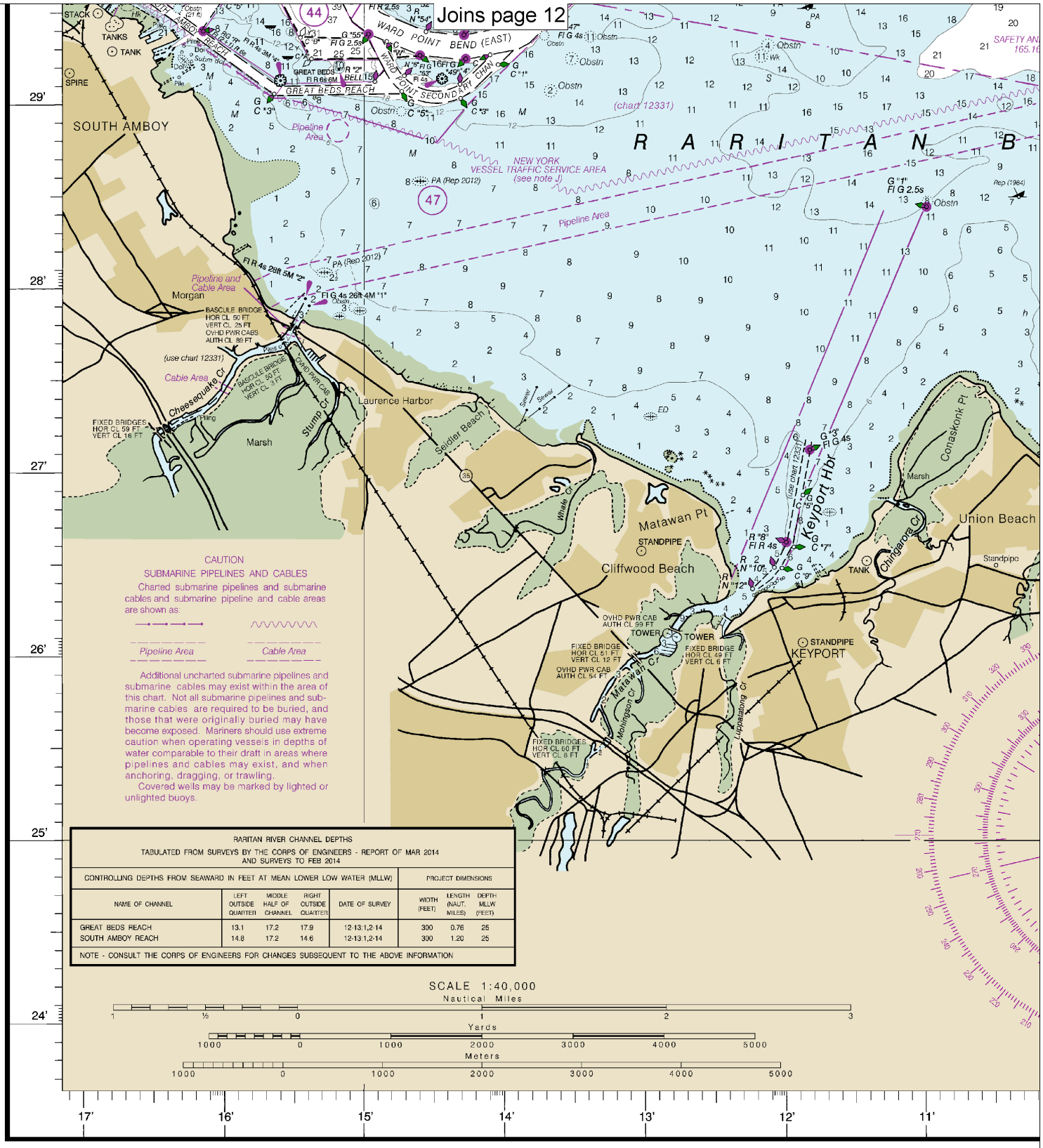
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 11
CONEY ISLAND
Sheepshead Bay
Gerritsen
Shell Bank Channel
Bridge under construction (see note)
STACKS
STACK
TALL TOWER (ST MARKS)
Hospital
Cable Area
Wreckage
OVHD PWR CAB
FIXED BRIDGE HOR CL 39 FT VERT CL 8 FT
Coney I Cr
Plumb Beach Channel
Dead Horse Bay
Shoaling
FERRIS WHEEL
TOWER
CONEY I CHANNEL
EAST BANK
ROCKAWAY INLET
NO-DISCHARGE ZONE (see note Z)
Rockaway Pt
Breezy Point
Rockaway Pt
Dump Site (dredged material) (see note S) Depths from survey of 2009
FOURTEEN FOOT CHANNEL
AMBROSE CHANNEL REACH B
(see tabulation)
MERSHOAL
AMBROSE CHANNEL REACH A
TERRITORIAL SEA
Pipeline Area
NEW YORK VESSEL TRAFFIC SERVICE AREA (see note J)
COLREGS DEMARCATION LINE 80.165 (see note A)
SECURITY ZONE (see note A)
Joins page 19
CONTINUED ON CHART 12350
CHART 12326
35'
34'
33'
32'
31'
40°
30'
29'



CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area — Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

RARITAN RIVER CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2014 AND SURVEYS TO FEB 2014

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
GREAT BEDS REACH	13.1	17.2	17.9	12-13:1,2-14	300	0.76	25
SOUTH AMBOY REACH	14.8	17.2	14.6	12-13:1,2-14	300	1.20	25

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SCALE 1:40,000

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Meters: 1000 0 1000 2000 3000 4000 5000

106th Ed., Mar. / 14

12327

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit inquiries, discrepancies about this chart at http://www.nauticalcharts.noaa.gov/staff/cont

Last Correction: 7/8/2016. Cleared through:
LNM: 2716 (7/5/2016), NM: 2816 (7/9/2016), CHS: 0616 (6/24/2016)

Note: Chart grid lines are aligned with true north.

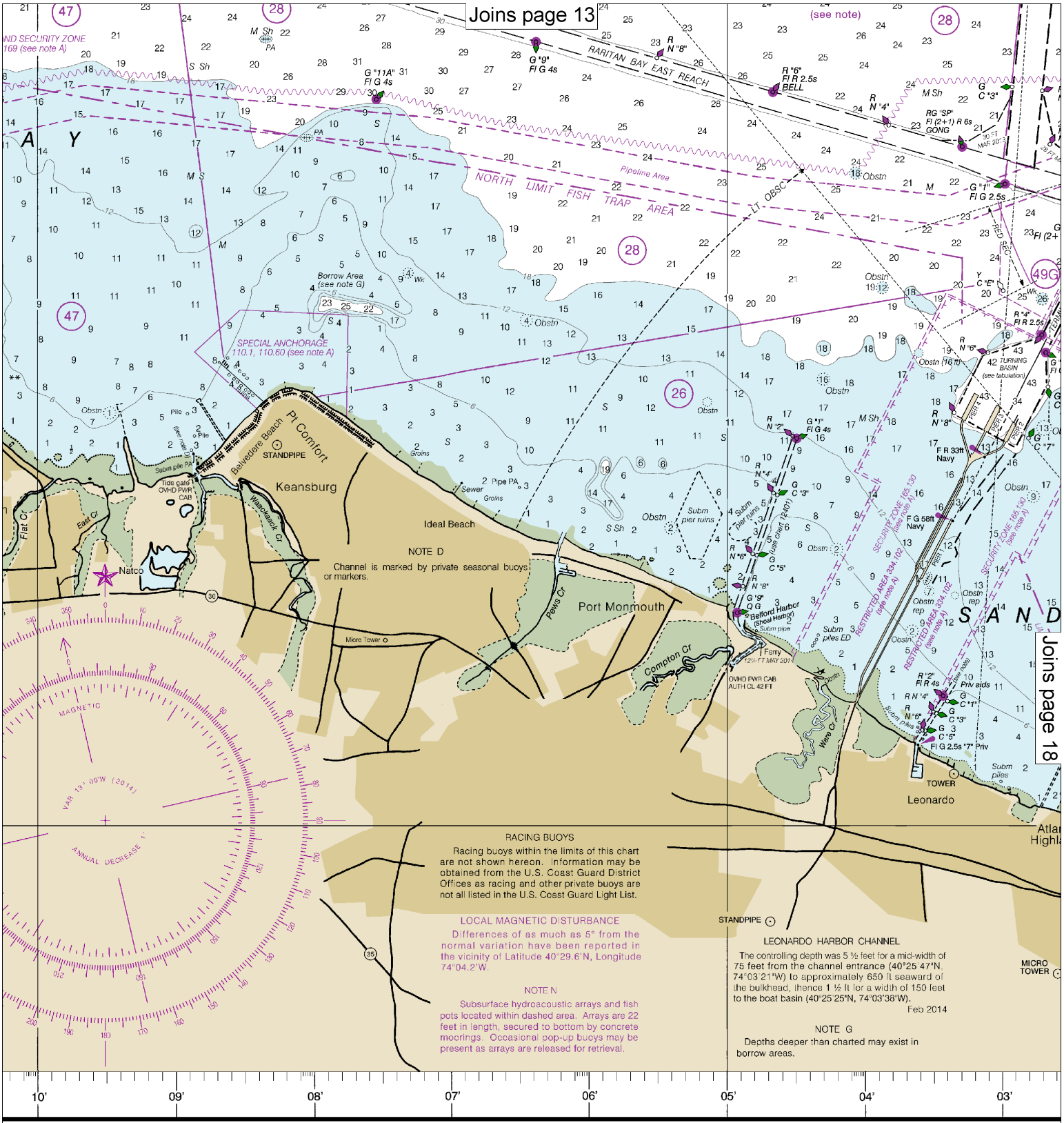
Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



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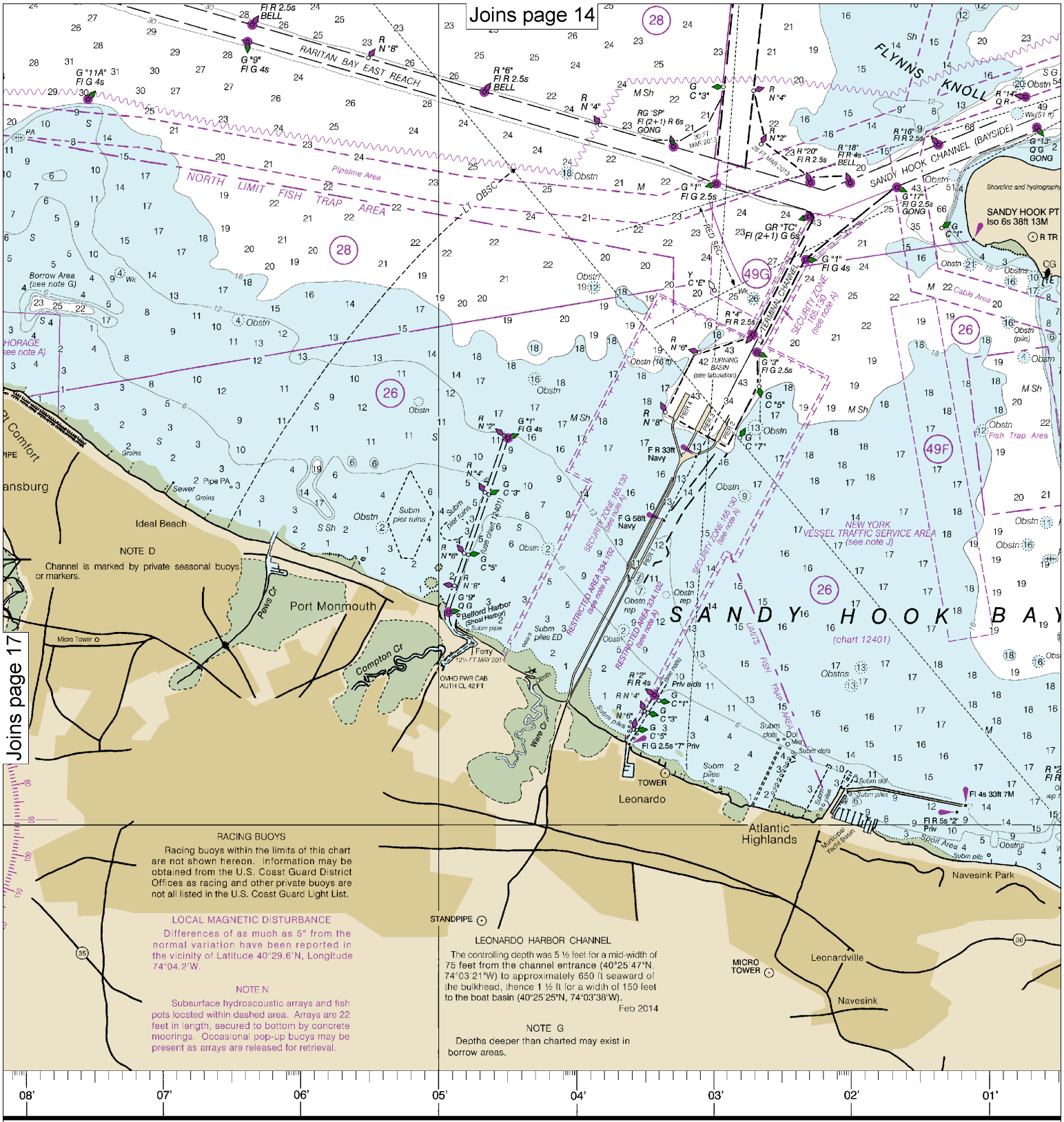
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

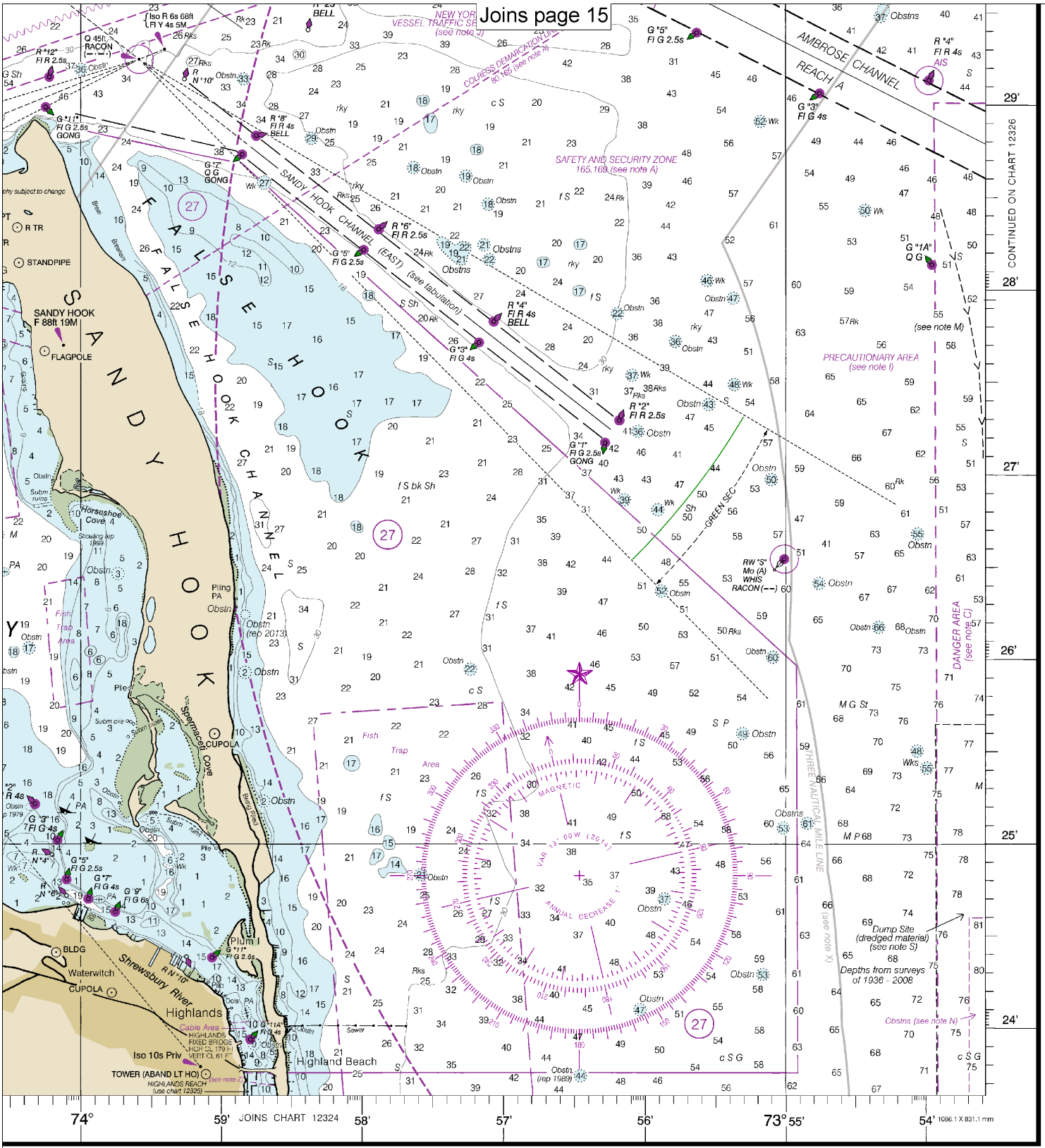
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

New York Harbor

SOUNDINGS IN FEET - SCALE 1:40,000

12327

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
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Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
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